

# FE295 WIRE DRAG

Diagram No. 1286

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE

## DESCRIPTIVE REPORT

Type of Survey .. Wire Drag .....

Field No. .... R/H-40-4-73 .....

Registry No. .... FE-259WD .....

### LOCALITY

State ..... Texas .....

General Locality .. Gulf of Mexico .....

Sublocality ..... Approaches to Aransas Pass .....

19 73

CHIEF OF PARTY  
CDR L.E. Pickens

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DATE ..... October 26, 1987 .....

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FE295  
WIRE DRAG

FE 295

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CARTON  
SIDE OFF  
ON FILL AND BACK

New Cover  
8/10/92  
Rus



## HYDROGRAPHIC TITLE SHEET

FE-295WD ✓

INSTRUCTIONS - The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

FIELD NO. RH-40-4-73 ✓

State TEXAS ✓

General locality ~~ARANSAS PASS~~ Gulf of Mexico ✓

Approaches to Aransas Pass ✓

Locality ~~ARANSAS PASS SAFETY FAIRWAYS AND ANCHORAGES~~ ✓

Scale 1:40,000 ✓

Date of survey 11 Sept. - 16 Oct. 1973 ✓

Instructions dated 7 Sept. 1972 &amp; 26 Jan. 73 Project No. OPR 479 ✓

Vessel NOAA SHIPS RUDE AND HECK ✓

Chief of party CDR. LEONARD E. PICKENS ✓

Surveyed by SHIPS PERSONNEL (See Section L.) ✓

Soundings taken by ~~echo sounder, hand lead, pot~~ wire drag. ✓

Graphic record scaled by N/A ✓

Graphic record checked by N/A ✓

Protracted by N/A ✓

Automated plot by ~~Xynetics-1201 Plotter-AMC~~  
(Rough plot of strips only) ✓Verification  
Soundings corrected by Hydrographic Surveys Branch, Evaluation and Analysis Group - AMC ✓Soundings in ~~XXXXXX~~ feet at ~~MLW~~ ~~XXXX~~ ~~MLLW~~ ~~XXXX~~ ~~BASED ON PREDICTED TIDES~~ ✓  
Approved Smooth Tides

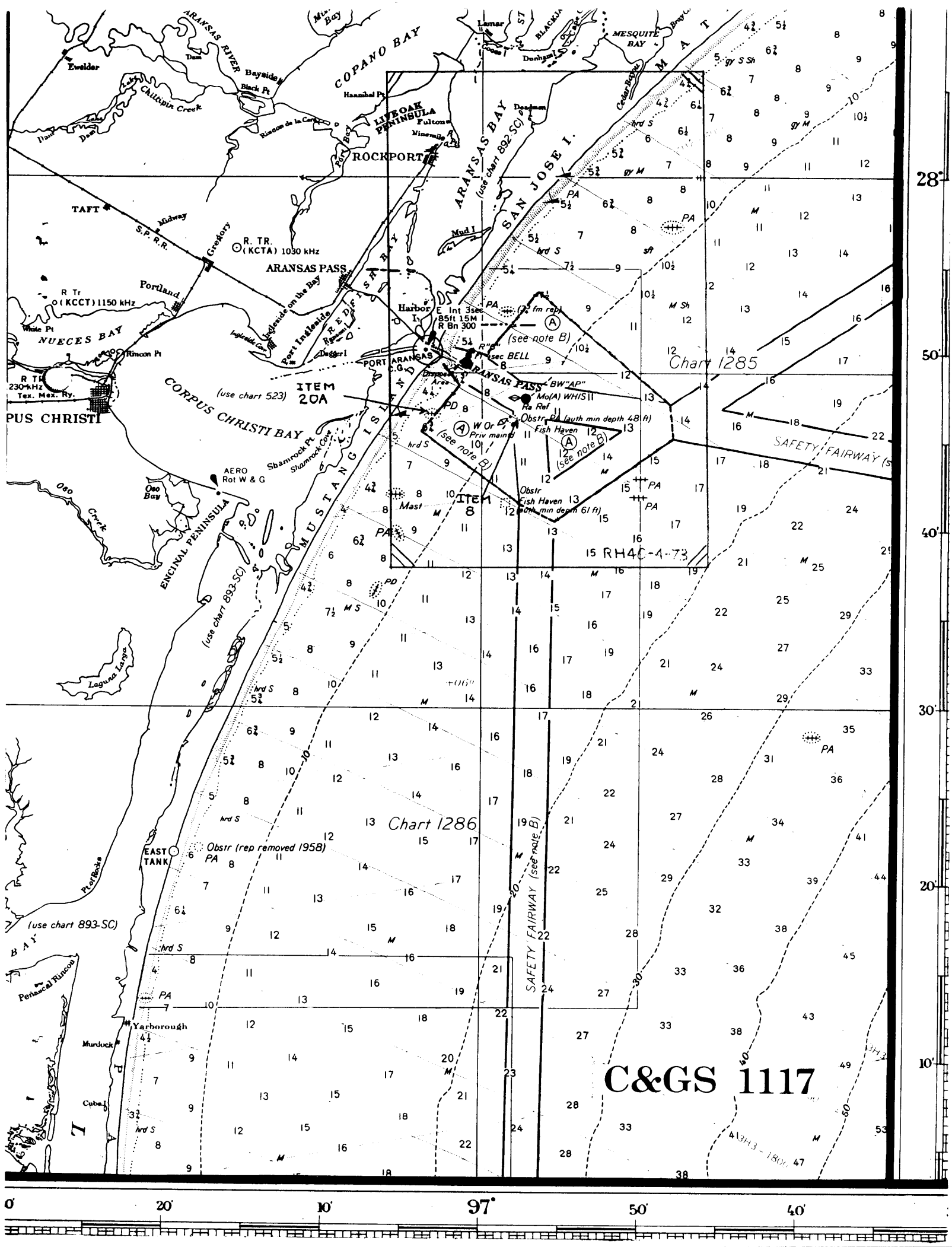
REMARKS: STANDARDS CK'D 10-31-87

C. W. J. ✓

ALW015/SURF ✓ 11/3/87 ST ✓

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Progress Sketch

OPR-479-R/H-73

WIRE DRAG: SHEET 40-4-73

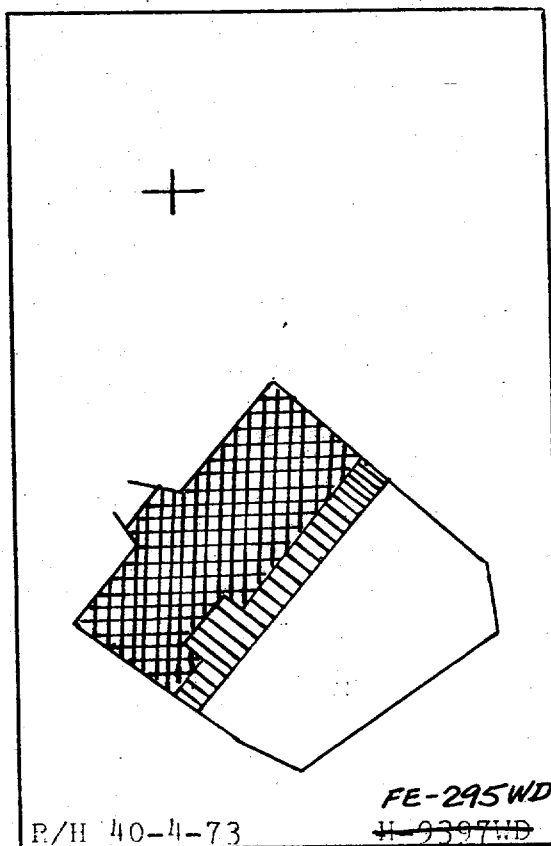
GULF OF MEXICO

NOAA SHIPS RUDE & HECK

L. E. PICKENS, CHIEF OF PARTY

OCTOBER 1973

SCALE 1:460,732



LINEAR NAUTICAL MILES: 22.70

SQUARE NAUTICAL MILES: 23.01

27 30  
97 00

28 00  
96 40

## - REPRESENTS AREA COMPLETED  
IN SEPTEMBER

||| - REPRESENTS AREA COMPLETED  
IN OCTOBER



DESCRIPTIVE REPORT  
TO ACCOMPANY *FE-295WD*  
WIRE DRAG FIELD NUMBER RH-40-4-73✓

PROJECT OPR-479-RU/HE-73✓

~~PORT ARANSAS, TEXAS~~, *Gulf of Mexico, Approaches to Aransas Pass*  
1973✓

CDR LEONARD E. PICKENS✓

NOAA SHIPS RUDE & HECK✓

A. AUTHORITY

This project was authorized under project instructions OPR-479-RU/HE-73, Safety Fairways, Gulf of Mexico, dated 26 January 1973; and previous Priorities for Project OPR-479, Wire Drag of the Safety Fairways, Gulf of Mexico. *← dated Sept. 7, 1972*

B. CHARACTER AND LIMIT OF THE WORK

This project was designed to clear the Aransas Pass Fairway Anchorage Areas and the Safety Fairways leading to Aransas Pass Channel.

The area of the survey covered by C&GS Charts 1286, 1285, 1117, and 523 in various amounts, is as follows: Boat Sheet layout is from latitude 27°38'N to 28°04'N and from longitude 96°46'W to 97°06'W and adequately covers the area comprising the Fairway Anchorages and Safety Fairways leading to the Aransas Pass Channel. A scale of 1:40,000 using Raydist DR-S Range-Range Control was used exclusively during the entire survey. Visual control was incorporated during various instances in conjunction with the Raydist Range-Range Control. Charted depths in the project area range from 27 feet to 14 fathoms.

C. CONTROL AND SHORELINE

Raydist DR-S Range-Range Control was utilized for the survey. A Raydist operating frequency of 3300.4 KHz was incorporated, giving an effective lane width of 45.39904 meters. No shore line was plotted on the sheet.

<sup>1973</sup>KNOLL, and <sup>1973</sup>JOSEPH RM 1, the two Raydist shore stations, were used for the control. The Red Station, <sup>1973</sup>JOSEPH RM 1, was located on St. Joseph Island, north of Port Aransas. <sup>1973</sup>KNOLL, the Green Station, was located on Mustang Island just south of Port Aransas on a sand dune.

Although the stations were dismantled upon the completion of the field season, they are both recoverable as noted on the Station Description Attachment.

<sup>1973</sup>Station KNOLL, is marked by a bronze disk imbedded in a concrete monument flush with the ground high atop a sand dune.

Station JOSEPH RM 1<sup>1973</sup> is marked by a bronze disk mounted in a 2" pipe approximately one foot above the surface of a sand flat. ✓

D. DATE OF SURVEY

Operations on OPR-479-RU/HE-73, sheet RH-40-4-73, began on 11 September 1973 and were terminated on 16 October 1973, inclusive. The project area was not completed in its entirety as we ended our 1973 field season in this area. ✓

E. TIDAL REDUCERS

Predicted tides were used for the preliminary daily reductions of the data. ✓

The Rockville office has furnished the actual tidal data for this project area. The two tide gauges; the University of Texas Marine Science Institute pier serving as the location for one of the gauge stations and the Horace Caldwell pier serving as the location for the other tidal gauge, are both located in Port Aransas, Texas. The gauge station at the University of Texas Institute has been inspected by NOAA personnel and checked by an individual from the Institute. Similar arrangements and inspections were made for the Horace Caldwell pier gauge station. ✓

*Only smooth tides from the Port Aransas (Horace Caldwell Pier), Texas were used.*

F. JUNCTIONS

Not applicable. ✓

G. SPLITS

*Also see section 10. of the Modified Evaluation Report.*  
Since this project was not completed in this field season, there remains a few holidays and splits to be worked on in a return trip to the area. ✓

H. GROUNDINGS AND HANGS

See Attachment II. ✓

I. GENERAL NOTES

Morning and evening Raydist calibrations were generally made by running one of five possible different ranges and turning an angle to a third known signal. Only two of the possible five ranges were extensively used for calibration purposes (see Attachment IV). ✓

Range 1 consisted of the front and rear ranges on Harbor Island with a left angle to the Port Aransas Water Tank. This range was used most frequently for calibration purposes. ✓

Range 3 consisted of the same signals as Range 1 on Harbor Island but differed with a right angle to the Aransas Pass Light House. ✓

Raydist calibrations were carried out both in the morning and the evening with infrequent lane checks on the Oxydental Oil Platform, Aransas Pass "sea buoy", and Buoy "3". (See Attachment V) ✓

The distance from the Raydist antenna to the end buoy varied from 265 meters, using an 800' towline, to 326 meters using a 1000' towline. ✓

During the verification and processing of these surveys, the following occurrences should be noted: ✓

#### A DAY (11 SEPTEMBER 1973)

The first drag of this day took advantage of a SW-NE current, which was predominant during most of the survey in this area along with a current in the opposite direction. Currents coming out of Corpus Christi Bay, via the Aransas Pass Channel, effected this drag by causing lift in some sections, 4-9 most strongly. 13-F were aground during the entire drag, that section was deleted entirely. ✓

#### B DAY (12 SEPTEMBER 1973)

Buoys 8-F were set improperly, 10' higher than they should have been, that section(s) was invalid up until the buoys were corrected which was fix #17. ✓

#### E DAY (18 SEPTEMBER 1973)

As was the case with the majority of the drags in this area, the first drag of this day grounded out in the ARMY CORPS OF ENGINEERS ACTIVE DISPOSAL AREA to the S.W. of the main ship channel. This active spoil area is not considered part of the project area. ✓

#### F DAY (19 SEPTEMBER 1973)

The first strip of the day ran parallel with the current, and to allow for the sag that was encountered in similar drags run with the current, we set the intermediate buoys one foot higher to take this into account. On the last drag of the day, the fish haven<sup>buoy</sup> was hung but not investigated by the divers. During the course of our work in the area, we hung this haven numerous times all within the charted area of its perimeter. The hang occurred at an effective depth of 50'. ✓

#### H DAY (21 SEPTEMBER 1973)

Early in the morning of this day, a Coast Guard Amphibious Plane crashed to the north of the Aransas Pass Jetty. Upon the request of the Coast Guard, we temporarily terminated our work in the project area and placed a drag in the vicinity of the crash site and successfully located part of the wreckage. We saved the strip data for this drag but did not process the data. *See section 7.a. of the Modified Evaluation Report.* ✓

J DAY (24 SEPTEMBER 1973)

Both drags went aground in the CORPS OF ENGINEERS SPOIL AREA.

K DAY (1 OCTOBER 1973)

The entire day was spent dragging for the wreckage of the Coast Guard plane; see H DAY note. The crash site was not in our project area, but the data was saved for possible future reference. We used visual angles, sextant fixes, in addition to the Raydist positions to affirm our location. The Raydist fixes were weak due to the ships' close proximity to the baseline of the two stations.

*See section 7.a. of the Modified Evaluation Report.*

L DAY (2 OCTOBER 1973)

Strip two was designed to clear a holiday and rehang an obstruction previously hung. The holiday was cleared, but the obstruction was not hung due to the possible slippage of the ground wire over an inclined section of the object.

M DAY (3 OCTOBER 1973)

The use of visual angles, sextant fixes, were again used in addition to the Raydist positions; the Raydist control was weak in this area near the west side of the project area.

P DAY (5 OCTOBER 1973)

After numerous hangs on the fish haven, authorized minimum depth of 48', this obstruction was eventually cleared to an effective depth of 4~~8~~<sup>6</sup>5'. Since most of the fish haven hangs were not investigated by divers, we can only assume that it is composed of various grouped obstructions creating a very irregular bottom within the charted boundary limits. The RUDE lost one lane on the green Raydist control system during the day, possibly due to heavy showers in the morning and local squalls throughout the day.

#### J. CURRENTS

The currents in the Aransas Pass area generally paralleled the depth contours, therefore the shoreline too, and were either from the S.W. to the N.E. or vice versa. Generally all drag strips were planned according to these currents which gave us optimum efficiency in dragging the area. Ebb and flood currents in the general proximity of the Aransas Pass Channel only effected drags out to buoy R "3" and only minimally at the most.



## K. DISCREPANCIES AND COMPARISONS WITH RECENT SURVEYS AND CHARTS

Charted depths from the most recent charts were generally found to be quite reliable when used in conjunction with fathometer soundings taken immediately prior to wire dragging in the planned area. ✓

The following obstructions were located while dragging within the project area and constitute discrepancies to existing charts. All quotes are from divers' reports of the obstructions as noted in the daily journals. ✓

- 1) "A series of three steel cylinders <sup>reported 4' in the daily drag journal</sup> each about three feet in diameter" lying in 46' of water and projecting 3.5' off the bottom. Position number and day letter; 12-D. Charted depth is 45'. Cleared to an effective depth of 4<sup>5' (one direction only) smooth</sup> using ~~predicted~~ tides. Location: P.A. latitude 27°52'59" <sup>52'59"</sup>, longitude 96°56'18" <sup>52'59"</sup>. Recommend charting this obstruction and listing in Local Notice to Mariners for benefit of local fishermen. - See section 7.a. 8) of the Modified Evaluation Report. ✓
- 2) "An old sea buoy lying on the bottom" in about 60' of water and projecting approximately 5' off the bottom. Position number and day letter; 10-H. Charted depth is 60'. Cleared to an effective depth of 5<sup>5' (one direction only) smooth</sup> using ~~predicted~~ tides. Location: P.A. latitude 27°47'30" <sup>42"</sup>, longitude 96°57'62" <sup>22"</sup>. Not considered a hazard to navigation. - See section 7.a. 7) of the Modified Evaluation Report. ✓
- 3) "Tank shaped steel object (about 6' long and 5' in diameter" lying in 60' of water and projecting 4' to 5' off the bottom. Position number and day letter; 11-N. Charted depth is 60'. Cleared to an effective depth of 5<sup>7' (one direction only) smooth</sup> using ~~predicted~~ tides. Location: P.A. latitude 27°45'20" <sup>10"</sup>, longitude 96°59'44" <sup>20"</sup>. Recommend charting this obstruction and listing in Local Notice to Mariners for benefit of local fishermen. - See section 7.a. 3) of the Modified Evaluation Report. ✓
- 4) "Steel pipe projecting upward 10' off the bottom" in 61' of water. Position number and day letter; 13-P. Charted depth is 58'; cleared to an effective depth of 4<sup>5' (one direction only) smooth</sup> using ~~predicted~~ tides. Location: P.A. latitude 27°46'48" <sup>26"</sup>, longitude 96°58'30" <sup>16"</sup>. Recommend charting this obstruction. - See section 7.a. 6) of the Modified Evaluation Report. ✓
- 5) "Old ship lying horizontal 6' off the bottom" and resting in 68' of water. Position number and day letter; 10-Q. Charted depth is 68'. This obstruction was not cleared - recommend clearing at the next opportunity in this area. Location: P.A. latitude 27°43'10" <sup>06"</sup>, longitude 96°58'35" <sup>35"</sup>. Recommend charting this obstruction and listing in Local Notice to Mariners for the benefit of local fishermen. - See section 7.a. 4) of the Modified Evaluation Report. ✓

## L. PERSONNEL AND EQUIPMENT

During the survey of the Aransas Pass area, the RUDE acted as the guide vessel while the MECK was the end vessel. Drag strips were planned with the help of the Raytheon DE-723 Survey Fathometers installed on both ships. Both ships' launches and skiffs were used as drag tenders and testers. ✓

Standard wire drag equipment was used throughout the survey as prescribed in the wire drag manual. The use of plastic toggles, of various manufacturing techniques, were incorporated in limited numbers in most drags for testing and evaluation purposes. The standard aluminum toggles were used predominantly during the first few weeks of work in the area, but as their numbers diminished due to losses in mud, etc., the plastic toggles were more widely distributed throughout the drag. During the course of the work in this area, various modifications were made on these toggles so as to be competitive, both structurally and economically, with the standard aluminum toggles.

Officers onboard during this survey included; CDR L.E. Pickens, LCDR W.M. Noble, LTJG H.B. Arnold, ENS T.A. Bergner, ENS K.F. Van Train, and ENS D.J. Sigrist.

#### M. MISCELLANEOUS

Sea conditions were mostly good, there were days, though, during which conditions were poor to marginal. During the last two weeks of our work, the conditions deteriorated to such a point that it was not feasible to wire drag and obtain reasonable results. Most of this time was spent doing reconnaissance work in Corpus Christi Bay or in port doing processing.

*Presurvey Review charted*  
There are two items ~~located~~ within the project area; Item #8 composed of old car bodies, which is actually the charted fish haven, and Item 20A. Item 20A is located on the S.W. corner of the outlined anchorage-fairway area, latitude 27°46.4' - longitude 97°03.1', as depicted in the Project Instructions. It is a 40' boat and is charted in 44' of water, as a position approximate. As Item 20A is adjacent to the project boundary limits, a small area was swept clear next to it but no obstruction was located. It is recommended that this item be treated as such on a return trip to the area to prove or disprove its existence. - *See section 7.a. of the Modified Evaluation Report.*

#### N. SUMMARY

Item #8, the charted fish haven at latitude 27°46'<sup>20"</sup>~~4~~, longitude 96°58'<sup>17"</sup>~~3~~, was hung and cleared to an effective depth of ~~45.5'~~<sup>46'</sup> (see P-DAY General Notes).

The depths in the area comprising the ARMY CORPS OF ENGINEERS ACTIVE DISPOSAL SITE are constantly changing as dredging was in progress while the RUDE & NECK were in the area. This proves to be a major problem when setting drags out in the immediate vicinity of the disposal area as they are generally set aground or ground out prematurely. - *Concur*

In a few instances it may appear that an area was not cleared to within the specified number of feet off of the charted bottom depth. This may in fact be due to the absence of tides coupled with the application of the tides corrector. ✓

Except for the resurvey of Item #20A and a few remaining holidays and splits within the project area, dragging has been carried out to the ten fathom curve. The area beyond the ten fathom curve still remains to be dragged. It is recommended that the few holidays and splits be cleared on a first priority basis on a return trip to the Aransas Pass Safety Fairway and Anchorage Area. ✓

*See sections 4, 7, & 10. of the Modified Evaluation Report.*

APPROVAL SHEET

All records of this survey prior to smooth plotting are hereby approved. Some work remains to be done on the few remaining splits and holidays not completed during the 1973 Field Season. Item 20A remains to be checked on a return trip to the area. The primary objective of clearing the area to the ten fathom curve was attained except for the above mentioned splits, holidays, and item. The field work was personally supervised by the undersigned and the boatsheet and records were inspected daily. ✓

*See the Modified Evaluation Report.*

*Leonard E. Pickens*  
CDR Leonard E. Pickens  
Commanding Officer  
NOAA Ships Rude & Heck



## LIST OF ATTACHMENTS

- I. A) RAYDIST CONTROL STATIONS  
B) VISUAL CONTROL SIGNALS
  - II. LIST OF GROUNDINGS AND HANGS
  - III. \* DAILY RAYDIST CORRECTORS
  - IV. \* ELECTRONIC CALIBRATION DATA
  - V. AIDS TO NAVIGATION
  - VI. { PROJECT INSTRUCTIONS  
\* { A) CHANGE #1  
B) CHANGE #2  
C) CHANGE #3
  - VII. \* RAYDIST STATION DESCRIPTIONS
  - VIII. A) TIDES<sup>Note</sup> - SMOOTH  
\* B) REPORT - TIDE STATION
  - IX. STATISTICS
  - X. \* { PARAMETERS  
A) BOAT SHEET, REQUEST FOR  
B) ELECTRONIC CONTROL PARAMETERS
- Smooth tide note moved

\*=Data removed from the Descriptive Report and filed with the field records.

40-4-73

## ATTACHMENT I

## RAYDIST CONTROL STATIONS

STATION	LATITUDE	LONGITUDE	REMARKS
JOSEPH RM 1 <sup>1</sup>	27° 56' 13.766"✓	98° 58' 47.645"✓	RED STATION <i>field position</i>
KNOLL, 2 <sup>2</sup> , 1973	27° 47' 31.964"✓	97° 05' 13.902"✓	GREEN STATION <i>field position</i>

## VISUAL CONTROL SIGNALS - USED FOR CALIBRATION

NAME - STATION	STATION NO.	YEAR(S)	REMARKS
HARBOR ISLAND REAR RANGE	1181	1949 <sup>70</sup> 73*	
HARBOR ISLAND FRONT RANGE		1973 <sup>8</sup>	
ARANSAS PASS WATER TANK		1973	
ARANSAS PASS LIGHT HOUSE	1096	1931	ABANDONED
PORT ARANSAS WATER TANK		1973 <sup>8</sup>	
KNOLL	1040	1934, 73	ORANGE BUNTING ON RAYDIST ANTENNA
CORPUS CHRISTI CHANNEL CUT A EAST FRONT RANGE	1118	1973 <sup>8</sup>	
CORPUS CHRISTI CHANNEL CUT A EAST REAR RANGE	1119	1973 <sup>8</sup>	

<sup>1</sup> located on St. Joseph Island, electrical power provided by propane thermal generators

<sup>2</sup> located on Mustang Island, electrical power furnished by a near by beach house

\* coordinates and longitude - latitude check in 1973 prior to wire drag survey (see following letter)



U.S. DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
NATIONAL OCEAN SURVEY

Date : August 2, 1973

Reply to Attn. of: CAM205

To : Commanding Officer  
NOAA Ships RUDE & HECK

From : *David W. Yeager*  
David W. Yeager

Subject: Control - Port Aransas

The following is a list of coordinates both X and Y (Texas South Zone, Code 4205) and Latitude and Longitude. These coordinates are the result of work done by Mr. Jim Shea in the Port Aransas area in 1970 and checked by LTJG Yeager and ENS Bergner in 1973. These positions differ from those listed in the geodetic control data books, as all of these stations have been rebuilt since 1949, which is the date of the data in the control books. The following positions should be used for work which is done using these objects as control:

CORPUS CHRISTI CHANNEL CUT A EAST FRONT RANGE, 1970

<u>X</u>	<u>Y</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
2467100.86	794276.69	27° 50' 40.071"✓	97° 03' 16.678"✓ <i>Field Position</i>

CORPUS CHRISTI CHANNEL CUT A EAST REAR RANGE, 1970

2469633.09	794833.88	27° 50' 45.300"✓	97° 02' 48.401"✓ <i>Field Position</i>
------------	-----------	------------------	---

HARBOR ISLAND REAR RANGE, 1970

2463587.08	795506.43	27° 50' 52.644"✓	97° 03' 55.661"✓ <i>Field Position</i>
------------	-----------	------------------	---

HARBOR ISLAND FRONT RANGE, 1970

2464984.15	794683.78	27° 50' 44.341"✓	97° 03' 40.204"✓ <i>Field Position</i>
------------	-----------	------------------	---

PORT ARANSAS WATER TANK, 1970

2464309.33	788852.67	27° 49' 46.680"✓	97° 03' 48.460"✓ <i>Field Position</i>
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## ATTACHMENT I-b

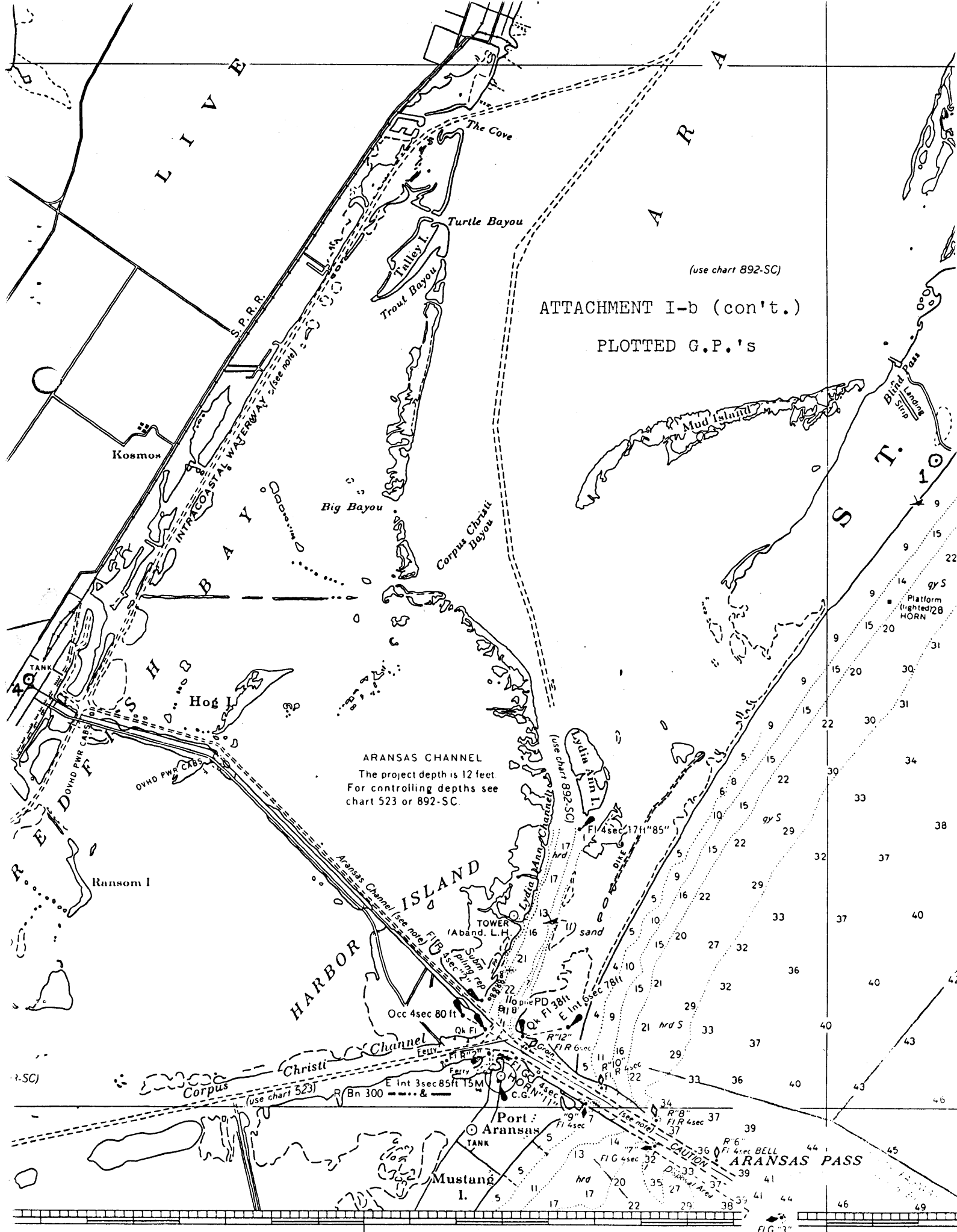
40-4-73

## LIST OF G.P.'s PLOTTED ON SHEET 40-4-73, ARANSAS PASS

1. Joseph RM-1, 1973	latitude - 27° 56' 13.776" ✓	longitude - 97° 58' 47.645" ✓ *
2. Harbor Island Rear Range, 1970	27° 50' 52.644" ✓	97° 03' 55.661" ✓ *
3. Harbor Island Front Range, 1970	27° 50' 44.341" ✓	97° 03' 40.204" ✓ *
4. Aransas Pass Water Tank, 1973	27° 54' 06.872" ✓	97° 08' 37.002" ✓ *
5. Aransas Pass Lighthouse, 1931	27° 51' 49.898" ✓	97° 03' 22.015" ✓
6. Port Aransas Water Tank, 1970	27° 49' 46.680" ✓	97° 03' 48.460" ✓ *
7. Knoll, 1973	27° 47' 31.964" ✓	97° 05' 13.902" ✓ *
8. Corpus Christi Channel Cut A East Front Range, 1970	27° 50' 40.071" ✓	97° 03' 16.678" ✓ *
9. Corpus Christi Channel Cut A East Rear Range, 1970	27° 50' 45.300" ✓	97° 02' 48.401" ✓ *

\* = Field Position





ATTACHMENT I-b (con't.)

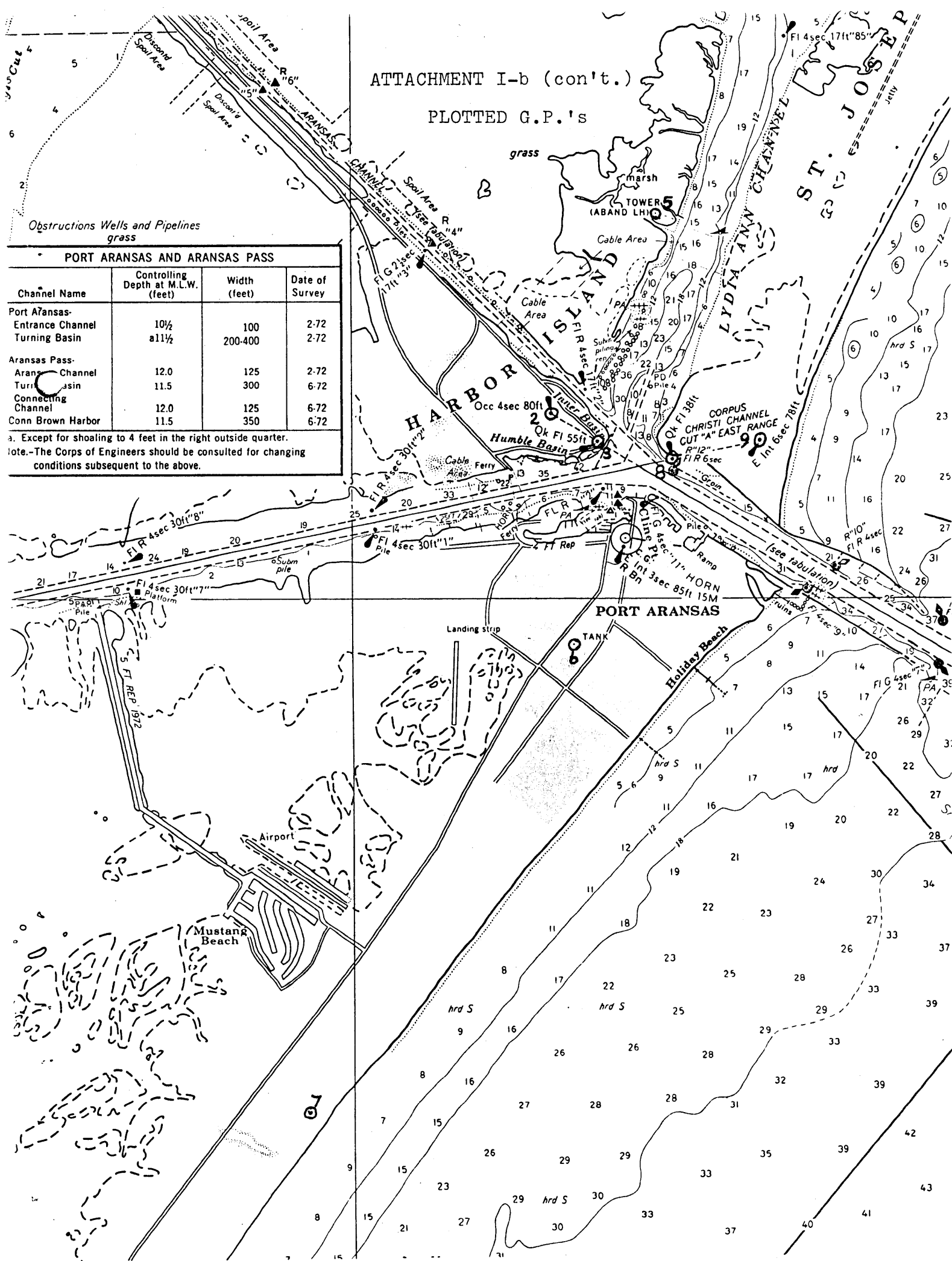
PLOTTED G.P.'s

(use chart 892-SC)

ARANSAS CHANNEL  
The project depth is 12 feet  
For controlling depths see  
chart 523 or 892-SC.

# ATTACHMENT I-b (con't.)

## PLOTTED G.P.'s



POSITION NO. & DAYLETTER	BOUY NO.	LATITUDE	LONGITUDE	GROUNDED		CLEARED		EFFECTIVE		SOUNDING	DEPTH	CHARTED DEPTH	NOTE	REMARKS
				DEPTH	BY DAY	STRIP NO.	NO.	DEPTH	EFFECTIVE					
26A	3-4	27°48.96'	97°00.50'					48				50		Hung buoy R"3" SW-NE.
26B	9-10	24°48.07'	96°59.39'	49		C-2		48						Mud hang.
12D	7-8	27°53.01'	96°56.18'	44		L-1		42		46*		45		Steel object, cylinder 3.5' off bottom.
25D	4-5	27°											1	Hang in spoil area, SW of channel.
28F	7-8	27°47.41'	96°57.16'											Hung Sea Buoy "AP" NE-SW.
38F	7-8	27°46.28'	96°58.28'										2	Fish Haven hung NE-SW.
14G	7-8	27°44.85'	96°59.61'	58		P-4		45.5				48		Oil platform NE-SW.
30G	3-4	27°44.85'	96°59.61'											Oil platform SW-NE.
10H	3-4	27°47.28'	96°57.30'											Hung sea buoy "AP" SW-NE.
10H	4	27°47.30'	96°57.62'	55.5		L-3		53.5		60*		60		Hung old sea buoy 5' off bottom.
9J	5-6	27°48.45'	97°00.28'										1	Hang in spoil area SW of channel.
12J	3-F												1	Hang in spoil area SW of channel.
25L	3-4	27°47.45'	96°57.25'											Hang sea buoy "AP" to clear holiday.
1557-7M	3-4	27°48.64'	97°59.80'										1	Hang in spoil area SW of channel.
1557-16M	3-4	27°48.85'	97°00.10'										1	Hang in spoil area SW of channel.
24M	2-3	27°46.30'	96°58.30'	54.5		P-4		45.5		58*		48	2	Fish Haven hung W-E 3.5' off bottom.
11N	6-7	27°45.20'	96°59.44'	58		N-3		53.5		60*		60		Hung steel tank 4'-5' off bottom.
22N	6-7	27°45.93'	96°58.33'	57.5		P-4		45.5				48	2	Fish Haven hung SW-NE.
5P				52		P-4		45.5				48	2	Fish Haven hung same as 22N.
10P				48		P-4		45.5				48	2	Fish Haven hung same as 22N.
13P	3-4	27°46.48'	96°58.30'	48.5		P-4		45.5		63*		58		Steel object hung 10' off bottom.
10Q	N-1	27°43.10'	96°58.55'	64.5		Not		Not		68*		68		Hang "OLD SHIP" 6' off bottom.

*See section 7. of the  
Modified Evaluation Report  
for Hangs and Groundings*

*Time, method, & correctors applied are not stated.*

\*Divers measured depth. 1- Mud "aground" hang in Corps of Engineers spoil area, Fish Haven. Fish Haven buoy missing as of 20 September 1973.

2- Authorized minimum depth over

ATTACHMENT V

40-4-73

AIDS TO NAVIGATION

NAME	LATITUDE <sup>a</sup>	LONGITUDE <sup>b</sup>	REMARKS
R "6" Buoy	27° 49.53'	97° 01.20'	Used to check lane count
"3" Buoy	27 48.05	97 00.47	Used to check lane count
BW "AP" Sea Buoy	27 47.55	96 57.39	Used to check lane count <sup>1</sup>
Fish Haven Marker Buoy	27 46.40	96 58.26	Missing as of 20 September 1973
Occidental 104 Oil Platform	27° 44' 50" <del>44.85</del>	96° 59' 39" <del>59.65</del>	* 2

a, b Charted Positions (chart 1286)

\* As listed in "SPECIAL LOCAL NOTICE TO MARINERS, OFFSHORE OIL WELL STRUCTURES AND SUBMERGED WELLS", Eighth Coast Guard District, New Orleans, La. 1 June 1973.

<sup>1</sup> Position from Raydist Control lat. 27 47.43 long. 96 57.26

<sup>2</sup> Position from Raydist Control lat. 27 44.84 long. 96 59.62

*See section 7.b. of the Modified Evaluation Report.*

✓

## ATTACHMENT IX

40-4-73

DATE	DAY LETTER	STRIP #	VOLUME #	POSITIONS	LMN	SNM
9-11-73	A	A-1	I	18	4.0	7.2
9-11-73	A	A-2	I	8	1.4	1.5
9-12-73	B	B-1	I	26	4.9	8.3
9-13-73	C	C-1	I	18	4.1	3.7
9-13-73	C	C-2	I	18	3.9	6.6
9-17-73	D	D-1	I	12	1.25	4.8
9-17-73	D	D-2	I	17	3.2	5.44
9-18-73	E	E-1	I & II	26	5.3	5.83
9-18-73	E	E-2	II	15	4.21	4.21
9-19-73	F	F-1	II	28	5.71	8.6
9-19-73	F	F-2	II	10	1.41	1.96
9-20-73	G	G-1	II	14	1.85	2.78
9-20-73	G	G-2	II	10	1.70	2.72
9-20-73	G	G-3	II	6	0.65	0.47
9-21-73	H	H-1	II	10	0.72	0.8
9-21-73	H	H-2	II	5	-	*
9-24-73	J	J-1	II & III	9	1.8	2.34
9-24-73	J	J-2	III	3	0.38	0.18
10-01-73	K	K-1	III	-	-	*
10-01-73	K	K-2	III	-	-	*
10-01-73	K	K-2	III	-	-	*
10-02-73	L	L-1	III	8	1.45	1.09
10-02-73	L	L-2	III	7	1.25	0.94
10-02-73	L	L-3	III	6	0.8	0.36
10-03-73	M	M-1	III	7	0.7	0.32
10-03-73	M	M-2	III	9	1.3	0.78
10-03-73	M	M-3	III	8	1.2	0.72
10-04-73	N	N-1	III	5	-	-a
10-04-73	N	N-2	IV	6	1.25	1.0
10-04-73	N	N-3	IV	11	1.5	1.8
10-05-73	P	P-1	IV	5	-	-a
10-05-73	P	P-2	IV	5	-	-a
10-05-73	P	P-3	IV	3	-	-a
10-05-73	P	P-4	IV	5	-	-b
10-09-73	Q	Q-1	IV	10	1.9	2.28
10-15-73	R	R-1	IV	18	4.85	5.92
10-16-73	S	S-1	IV	25	6.5	7.8

\* Drag strips to locate wreckage of Coast Guard plane, data saved but not processed

a Data saved but not processed

b Clearing strip over Fish Haven, data processed but no actual area gained other than that cleared

MOA23-63-87

## LETTER TRANSMITTING DATA

## TO:

Chief, Data Control Branch, N/CG243  
Room 151, WSC-1  
Hydrographic Surveys Branch  
National Ocean Service  
Rockville, MD 20852

DATA AS LISTED BELOW WERE FORWARDED TO YOU  
BY (Check):☐ ORDINARY MAIL☐ AIR MAIL☒ REGISTERED MAIL☐ EXPRESS☐ GBL (Give number) \_\_\_\_\_

## DATE FORWARDED

6 October 1987

## NUMBER OF PACKAGES

two (2)

**NOTE:** A separate transmittal letter is to be used for each type of data, as tidal data, seismology, geomagnetism, etc. State the number of packages and include an executed copy of the transmittal letter in each package. In addition the original and one copy of the letter should be sent under separate cover. The copy will be returned as a receipt. This form should not be used for correspondence or transmitting accounting documents.

FE-295WD (R/H-40-4-73)  
OPR-479, GULF OF MEXICO

## Pkg. 1: (tube)

- 1 Field Boatsheet and Field A&D Sheet - *Do not discard*
- 1 Original Descriptive Report containing three Smooth Sheets
- 37 Rough Wire Drag Strip Plots (Office Verified) - *Do not discard*

## Pkg. 1: (box)

- 1 Accordion Folder containing field strips, strip charts, and rough tester records for Year Days: 254, 255, 256, 260, 261, 262, 263, 264, 267, 274, 275, 276, 277, 278, 282, 288, and 289; plus supplemental data.
- 7 Wire Drag Volumes
- 1 Env. of Data removed from the Descriptive Report
- 1 Env. of Miscellaneous Printouts
- 1 Env. of Smooth Tides

## FROM: (Signature)

*Maurice B. Hickson, III*  
Maurice B. Hickson, III

## Return receipted copy to:

Chief, Hydrographic Surveys Branch,  
N/MOA23  
Atlantic Marine Center  
439 W. York Street  
Norfolk, VA 23510-1114

RECEIVED THE ABOVE  
(Name, Division, Date)

*Dwayne S. Clark*  
*October 22, 1987*  
*N/CG243*

U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE

TIDE NOTE FOR HYDROGRAPHIC SHEET

DATE: 04/08/86

Marine Center: Atlantic

OPR: 479

Hydrographic Sheet: ~~H-9397 WD~~ FE-295 WD

Locality: Texas Coast, Port Aransas, Texas

Time Period: September 11 - October 16, 1973

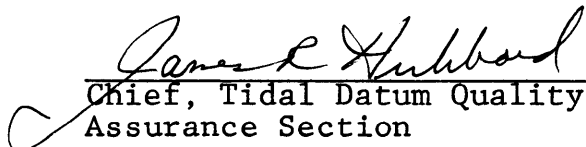
Tide Station Used: Port Aransas (Horace Caldwell Pier), Texas

Plane of Reference (Mean Lower Low Water): 3.8 ft.

Height of Mean High Water Above Plane of Reference: 1.7 ft.

Remarks: Recommended Zoning:

Zone Direct

  
Chief, Tidal Datum Quality  
Assurance Section

## GEOGRAPHIC NAMES

FE-295 WD

Name on Survey	A ON CHART NO.	B ON PREVIOUS SURVEY NO.	C ON U.S. QUADRANGLE MAPS	D FROM LOCAL INFORMATION	E ON LOCAL MAPS	F P.O. GUIDE OR MAP ATLAS	G RAND McNALLY ATLAS	H U.S. LIGHT LIST	K
ARANSAS PASS (title)									1
GULF OF MEXICO (title)									2
TEXAS (title)									3
									4
									5
									6
									7
									8
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									25

Approved:

*Charles E. Harrison*  
Chief Geographer - NCG 2x5

MAY 6 1987



HYDROGRAPHIC SURVEY STATISTICS  
REGISTRY NO.: FE-295WD

Number of positions	782
Number of soundings	N/A
Number of control stations	9

	<u>TIME-HOURS</u>	<u>DATE COMPLETED</u>
Preprocessing Examination		
Verification of Field Data	91	10 APR 1987
Quality Control Checks		
Evaluation and Analysis	127	2 JUN 1987
Final Inspection	10	29 MAY 1987
TOTAL TIME	228	
Marine Center Approval		3 JUN 1987

Transmittal letter of survey and survey records will be included in the Descriptive Report to identify the records accompanying the survey.

ATLANTIC MARINE CENTER  
MODIFIED EVALUATION REPORT

SURVEY NO.: FE-295WD

FIELD NO.: R/H-40-4-73

Texas, Gulf of Mexico, Approaches to Aransas Pass

SURVEYED: September 11 through October 16, 1973

SCALE: 1:40,000

PROJECT NO.: OPR-479

SOUNDINGS: Wire Drag

CONTROL: Raydist  
(Range-Range)

Chief of Party.....L. E. Pickens

Surveyed by.....W. M. Noble  
.....H. B. Arnold  
.....T. A. Bergner  
.....K. F. VanTrain  
.....D. J. Sigrist

1. INTRODUCTION

a. The purpose of this survey is adequately defined in the Descriptive Report and Project Instructions. Processing of this survey has been modified so that only the verified hangs, clearances, and accompanying notes have been smooth plotted. This modified and limited processing is considered complete in regard to nautical charting requirements.

b. Three plots of nine verified hangs and accompanying notes were generated and are attached to this report. These plots are considered the final plots or smooth sheets for this survey.

c. This survey (FE-295WD) was originally registered as survey H-9397WD for which the registry number has subsequently been rescinded.

d. Corrections and notes made by the evaluator to the Descriptive Report are denoted in red ink.

2. CONTROL AND SHORELINE

a. Horizontal control stations used during this survey are of Third Order, Class I accuracy or better, and are established on the North American Datum of 1927. Positioning methods are adequately discussed in the Descriptive Report. Calibration methods are adequately discussed in the Descriptive Report and recorded calibrations are verifiable.

b. No shoreline exists within the limits of this survey.

### 3. HYDROGRAPHY

No sounding data was gathered during this survey.

### 4. CONDITION OF SURVEY

The adequacy of the final field sheets, survey records, and reports, and conformity to the requirements of the HYDROGRAPHIC MANUAL and the WIRE DRAG MANUAL were not considered during the modified processing of this survey. Only the deficiencies of this survey to adequately conduct tests for lift, position hangs, and obtain least depths are addressed.

Numerous conflicts exist between present effective depths and both prior and subsequent hydrography. These conflicts are almost entirely due to insufficient testing for lift. Many wire drag strips or portions of the strips were voided of effective depths due to insufficient tests. Most of the wire drag strips where effective depths are claimed are considered unreliable due to inadequate lift tests.

Several of the hangs encountered during this survey are position approximate (PA) since insufficient bearings and no detached positions were taken to accurately position the hangs.

No verifiable least depths were taken during this survey. In all instances where least depths are noted, the depth is a corrected depth for predicted tides, the time the least depth was obtained was not recorded, and the method of obtaining the least depth was not identified.

These deficiencies are noted since they impact charting recommendations made in section 7. of this report.

### 5. JUNCTIONS

There are no junctions on this survey. ✓

### 6. COMPARISON WITH SURVEYS

#### a. PRIOR SURVEYS

H-6402 (1938) 1:40,000

H-6395 (1938) 1:20,000

These prior surveys are common to the entire present survey. Numerous conflicts exist between present effective

depths and prior hydrography. Some of these conflicts are due to dredged material being dumped in and around the spoil area and natural changes occurring over the past 35 years. However, the majority of the conflicts are due to inadequate lift testing which results in unreliable effective depths as discussed in section 4. of this report. Bottom clearances were close to the bottom throughout the survey area as evidenced by the groundings, mud hangs, and the very high percentage of "tester on bottom" (TOB) tests with little or no lift being recorded. Hangs and groundings occurring on the present survey are discussed in section 7. of this report. No wrecks, obstructions, or structures were located by the prior surveys within the common area of the present survey.

It is not the intent of the present survey to supersede but only to supplement prior hydrography.

b. SUBSEQUENT SURVEYS

H-10205 (1985) 1:20,000

Subsequent survey H-10205 (1985) is common to approximately 80%-85% of the present survey with all but one hang and one grounding being within the common area. Hangs and groundings occurring on the present survey and common to this subsequent survey are discussed in section 7. of this report (FE-295WD). Numerous conflicts exist between present effective depths and subsequent hydrography. Some of these conflicts are due to dredged material being dumped in and around the spoil area and natural changes occurring over the 12 years between the present and subsequent surveys. However, the majority of the conflicts are due to inadequate lift testing which causes unreliable effective depths as discussed in section 4. of this report. No wrecks or obstructions were located by this subsequent survey within the common area. This subsequent survey located two structures (oil platforms) within the common area. Only one of these structures was in existence at the time of the present survey.

The present survey data is intended to supplement subsequent hydrography.

7. COMPARISON WITH CHARTS 11307 (29th Ed., July 26, 1986)  
11309 (29th Ed., Nov. 15, 1986)

a. HYDROGRAPHY

The charted hydrography originates with the previously discussed prior surveys and miscellaneous sources not readily available. The previously discussed prior surveys require no further consideration. Editions of charts current at the time of this survey (1973) were not

considered for comparisons. Only the editions of charts current at the time of processing (1987) were used since advance information from the present survey is presently charted. Attention is directed to the following:

1) The following mud hangs and groundings do not conflict with prior and subsequent hydrography and require no further consideration:

<u>Grounding/Hang</u>	<u>Effective Depth</u>	<u>Geographic Position</u>
Grounding	39'	Latitude 27°45'54"N Longitude 97°03'55"W
Grounding (spoil area)	39'	Latitude 27°48'29"N Longitude 97°01'28"W
Grounding (spoil area)	39'	Latitude 27°48'20"N Longitude 97°01'29"W
Grounding (spoil area)	30'	Latitude 27°49'00"N Longitude 97°01'24"W
Grounding (spoil area)	39'	Latitude 27°48'23"N Longitude 97°01'18"W
Grounding (spoil area)	42'	Latitude 27°48'46"N Longitude 97°00'29"W
Mud Hang (spoil area)	39'	Latitude 27°48'27"N Longitude 97°00'16"W
Mud Hang	49'	Latitude 27°48'08"N Longitude 96°59'08"W
Grounding	67'	Latitude 27°43'13"N Longitude 96°58'24"W

The present survey hangs and groundings and subsequent hydrography (H-10205) in and near the charted spoil area indicate a larger area of spoil material exists than is portrayed by the charted area limits.

2) A present survey hang occurred at 42 feet in Latitude 27°48'37"N, Longitude 96°59'48"W. This hang was not cleared. This hang lies in prior depths of 47 to 48 feet and subsequent survey (H-10205) depths of 48 to 50 feet. This hang was not investigated. The hydrographer believed that this was a mud hang. Since this hang is uninvestigated, not cleared, and occurred 5 to 8 feet above prior and subsequent hydrography, it is considered a probable hang on an obstruction. It is recommended that this hang be charted in the position determined by the present survey as a dangerous submerged obstruction.

✓  
Awois  
#7557

Additional field work is recommended to either prove or disprove the existence of an obstruction at the position of this present survey hang.

3) A present survey hang occurred at 59 feet (estimated) in Latitude 27°45'10"N, Longitude 96°59'20"W, position approximate. This hang was cleared in one direction only by 57 feet. This hang was investigated and is identified as a steel tank, 6 feet in length, 5 feet in diameter, and extends 4 feet off the bottom. This obstruction is presently charted as dangerous submerged obstructions with a least depth of 56 feet in Latitude 27°45'12.0"N, Longitude 96°59'26.4"W. This obstruction is AWOIS #00187 and originated with Chart Letter 1555 of 1973 based upon advance information from the present survey (FE-295WD, formerly H-9397WD). This obstruction lies in prior depths of 60 feet and subsequent survey (H-10205) depths of 61 feet. It is recommended that this obstruction be charted in the position determined by the present survey as a dangerous submerged obstruction, position approximate, with a label in parentheses: (56 ft reported), as the clearance depth is considered unreliable. The presently charted 56-foot obstruction should be deleted from the chart. Additional field work is recommended to obtain an accurate position and least depth on this obstruction. ✓

4) A present survey hang occurred at 65 feet in Latitude 27°43'06"N, Longitude 96°58'35"W, position approximate. This hang was not cleared. This hang was investigated and is identified as an old ship extending 6 feet off the bottom. This wreck is reported as a locally known fish haven. This wreck is presently charted as a dangerous sunken wreck with a least depth of 62 feet in Latitude 27°43'06"N, Longitude 96°58'33"W. This wreck is AWOIS #00186 and originated with Chart Letter 1555 of 1973 based upon advance information from the present survey (FE-295WD, formerly H-9397WD). This wreck lies in prior depths of 68 feet. It is recommended that this wreck be charted as a dangerous sunken wreck, position approximate, with a label in parentheses: (62 ft reported). The presently charted 62-foot wreck should be deleted from the chart. Additional field work is recommended to obtain an accurate position and least depth on this wreck. ✓

5) A present survey hang occurred at 49 feet in Latitude 27°46'20"N, Longitude 96°58'17"W. This hang was cleared in one direction only by 46 feet. This hang was investigated and is identified as a fish haven (described by divers as a large junk yard of various materials). This fish haven is charted as a dangerous submerged obstruction, position approximate, fish haven, authorized minimum depth of 50 feet in Latitude 27°46'25"N, Longitude 96°58'15"W. This fish haven is assigned Presurvey Review Item #8 (AWOIS #00188) and originated with Chart Letter 1178 of 1958. This

fish haven lies in prior depths of 61 feet and subsequent survey (H-10205) depths of 62 feet. It is recommended that this hang be charted in the position determined by the present survey as dangerous submerged obstructions with a label in parentheses: (cleared 46 feet). The 45-foot cleared by wire drag presently charted in Latitude 27°46'27"N, Longitude 96°58'15"W should be deleted from the chart. Additional field work is not recommended on this fish haven. A new authorized minimum depth needs to be determined and charted since the fish haven contains obstructions presently shoaler than the authorized minimum depth. ✓

6) A present survey hang occurred at 49 feet in Latitude 27°46'26"N, Longitude 96°58'16"W, position approximate. This hang was cleared in one direction only by 46 feet. This hang was investigated and is identified as a steel pipe extending 10 feet off the bottom. This obstruction is presently charted as a dangerous submerged obstruction with a least depth of 53 feet in Latitude 27°46'27.6"N, Longitude 96°58'18.0"W. This obstruction is listed under AWOIS #00188 since it is within the limits of the charted fish haven with an authorized minimum depth of 50 feet. This obstruction originated with Chart letter 1555 of 1973 based upon advance information from the present survey (FE-295WD, formerly H-9397WD). This obstruction lies in prior and subsequent survey (H-10205) depths of 61 feet. It is recommended that this obstruction be charted in the position determined by the present survey as a dangerous submerged obstruction, position approximate, with a label in parentheses: (cleared 46 feet). The presently charted 53-foot obstruction should be deleted from the chart. Additional field work is recommended to obtain an accurate position and least depth on this obstruction. ✓

7) A present survey hang occurred at 57 feet in Latitude 27°47'42"N, Longitude 96°57'22"W, position approximate. This hang was cleared in one direction only by 57 feet. This hang was investigated and is identified as a sunken navigation buoy (presumed to be a predecessor to the present Aransas Pass Entrance Lighted Whistle Buoy AP) extending approximately 5 feet off the bottom. This obstruction is presently charted as a dangerous submerged obstruction with a least depth of 55 feet in Latitude 27°47'18.0"N, Longitude 96°57'37.2"W. This obstruction is AWOIS #04163 and originated with advance information based upon the present survey (FE-295WD, formerly H-9397WD). This obstruction lies in prior depths of 59 to 60 feet and subsequent survey (H-10205) depths of 60 feet. It is recommended that this obstruction be charted in the position determined by the present survey as a dangerous submerged obstruction, position approximate, with a label in parentheses: (55 ft reported), as the clearance depth is considered unreliable. The presently charted 55-foot ✓

obstruction should be deleted from the chart. Additional field work is recommended to obtain an accurate position and least depth on this obstruction.

8) A present survey hang occurred at 46 feet in Latitude 27°52'59"N, Longitude 96°56'11"W, position approximate. This hang was cleared in one direction only by 45 feet. This hang was investigated and is identified as three steel cylinders approximately 3 feet in diameter and extending 4 feet off the bottom. This obstruction is presently charted as a dangerous submerged obstruction with a least depth of 42 feet in Latitude 27°53'00.6"N, Longitude 96°56'10.8"W. This obstruction is AWOIS #00198 and originated with Chart Letter 1555 of 1973 based upon advance information from the present survey (FE-295WD, formerly H-9397WD). This obstruction lies in prior depths of 46 to 47 feet and subsequent survey (H-10205) depths of 46 feet. It is recommended that this obstruction be charted in the position determined by the present survey as a dangerous submerged obstruction, position approximate, with a label in parentheses: (42 ft reported), as the clearance depth is considered unreliable. The presently charted 42-foot obstruction should be deleted from the chart. Additional field work is recommended to obtain an accurate position and least depth on this obstruction.

9) Presurvey Review Item 20A (AWOIS #00190), a presently charted dangerous sunken wreck, position doubtful, in Latitude 27°46'36"N, Longitude 97°03'06"W originated with Local Notice to Mariners 10 of 1973. This charted wreck is identified as a 40-foot long vessel. This item was not found by the present survey. The present survey cleared the charted position of this wreck by 39 feet in one direction only. This charted wreck lies in prior depths of 38 feet and subsequent survey (H-10205) depths of 37 feet. The conflict between the present effective clearance depth and prior and subsequent hydrography is attributed to inadequate lift testing. The present survey is not adequate to disprove this wreck. It is recommended that this dangerous sunken wreck, position doubtful, be retained as presently charted. Additional field work is recommended to prove or disprove the existence of this charted wreck. v d

10) AWOIS #04157, a charted dangerous submerged obstruction in Latitude 27°44'48"N, Longitude 97°00'00"W, position approximate, originated with Local Notice to Mariners 1 of 1982. This charted obstruction was not in existence at the time of the present survey. No change in charting status is recommended pertaining to this charted obstruction. A

11) AWOIS #04164, a charted dangerous sunken wreck in Latitude 27°47'30"N, Longitude 96°55'00"W, position doubtful originated with Local Notice to Mariners 38 of



1984. This charted wreck was not in existence at the time of the present survey. No change in charting status is recommended pertaining to this charted wreck.

12) A charted dangerous sunken wreck (not in AWOIS), position approximate, in Latitude 27°47'30"N, Longitude 97°00'00"W originated with Local Notice to Mariners 27 of 1986. This charted wreck was not in existence at the time of the present survey. No change in charting status is recommended pertaining to this charted wreck.

13) A U. S. Coast Guard amphibious airplane crashed on September 21, 1973 north of the Aransas Pass jetty. The NOAA Ships RUDE and HECK assisted the Coast Guard in locating this aircraft. The RUDE and HECK searched for and hung the aircraft on "H" and "K" days. This sunken aircraft is in an area where the electronic control baseline exists making the Raydist useless and the visual bearings and angles taken were not sufficient to accurately plot the drags. Additionally the information necessary to position a hang within a drag was insufficient. Therefore, no position for this hang could be determined from the present survey. This sunken aircraft is not presently charted. The U. S. Coast Guard, Eighth District, Search and Rescue Office (CDR Young) was contacted and it was learned that the wings, tail, and engines were salvaged but the fuselage and cockpit were left and still remain at the crash site. The Coast Guard lists the position of this sunken aircraft in Latitude 27°50.5'N, Longitude 97°01.6'W. It is recommended that this sunken aircraft be charted as a dangerous sunken wreck in the position determined by the U. S. Coast Guard. Additional field work is recommended to obtain a least depth and an accurate position on this sunken aircraft.

#### b. Aids To Navigation

Four fixed aids to navigation were used as visual control stations and are listed in Attachment I of the Descriptive Report. Four floating aids to navigation were located by this survey as noted in Attachment V. of the Descriptive Report. None of these floating aids to navigation were verified. It is recommended that these floating aids to navigation be charted in accordance with the most current available information. Oil platform Occidental 104-1 (OPI-MU-749L-1) is common to the present survey and can be considered a private fixed aid to navigation since it displays four quick flashing white lights. The position listed in Attachment V. of the Descriptive Report for this oil platform is from the U. S. Coast Guard. This oil platform was the only oil platform common to the area surveyed in 1973.

c. Maintained Channels

Aransas Pass and the entrance to Aransas Pass is a maintained channel common to the present survey. This maintained channel serves as entrance to the ports of Port Aransas, Aransas Pass, and Corpus Christi. Only one conflict exists between the charted channel tabulation and the present survey. The conflict is the hang at 42 feet in Latitude 27°48'37"N, Longitude 96°59'48"W which is discussed in section 7.a.2) of this report.

AWOIS#  
7557

8. COMPLIANCE WITH INSTRUCTIONS

Compliance of this survey with the Project Instructions was not considered during this modified processing.

9. ADDITIONAL FIELD WORK

In general the adequacy of this survey was not considered during modified processing, except as it serves charting needs. Recommendations for additional field work are made in section 7. of this report.

10. MISCELLANEOUS

a. In wire drag strips containing a hang, the area past the initial contact on the hang was not claimed for effective depth coverage. Lift is not considered valid to claim effective depths past the point of hang as stresses upon the ground wire are significantly altered during a hang.

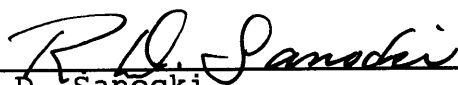
b. Numerous small splits exist within the area covered by wire drag. These splits are caused by voiding areas due to groundings, voiding areas due to lack of lift tests, and voiding a drag for effective depth past the point of hang.

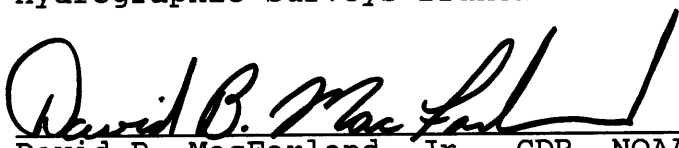
Maurice B. Hickson, III  
Maurice B. Hickson, III  
Cartographer  
Modified and Limited Verification  
of Field Data  
Modified and Limited Evaluation and  
Analysis

INSPECTION REPORT  
FE-295WD


The completed survey has been inspected with regard to survey coverage, investigation of hangs and clearance depths, cartographic symbolization, and verification or disproval of charted data. The survey complies with National Ocean Service requirements except as noted in the Evaluation Report. The survey records comply with NOS requirements except where noted in the Evaluation Report.

Inspected

  
\_\_\_\_\_  
R. D. Sanocki  
Chief, Hydrographic Surveys  
Processing Section  
Hydrographic Surveys Branch

  
\_\_\_\_\_  
David B. MacFarland, Jr., CDR, NOAA  
Chief, Hydrographic Surveys Branch

Approved June 3, 1987

  
\_\_\_\_\_  
Ray E. Moses, RADM, NOAA  
Director, Atlantic Marine Center

ADDENDUM TO ACCOMPANY SURVEY FE-295WD

The average values for shifting surveyed NAD 1927 positions to NAD 1983 positions for this survey are as follows:

Position shifts (NAD 1983 minus NAD 1927):

Average Latitude shift = 1.093 seconds = 33.7 meters

Average Longitude shift = 0.960 seconds = 26.3 meters



96° 58'

96° 56'

96° 54'

27° 54'

27° 54'

96° 56'

N A 1983 Datum

9/30/87 MBH

✓RDS

27° 54'

4-6

*Hang at 46 ft - position approximate**Cleared by 45 ft**Three steel cylinders approximately 3 ft in diameter extends 4 ft off bottom*

27° 52'

27° 52'

FE-295WD

TEXAS

GULF OF MEXICO

APPROACHES TO ARANSAS PASS

SEPT 11 - OCT 16, 1973

SCALE = 1:40,000

EFFECTIVE DEPTHS IN FEET AT  
MEAN LOWER LOW WATER

SHEET 1 OF 3

27° 50'

27° 50'

96° 58'

96° 56'

96° 54'



27°50'

27°48'

4.2

Hang at 57 ft - position approximate  
Cleared by 57 ft  
Sunken navigation buoy extends approx

5-7

FE-295WD  
TEXAS  
GULF OF MEXICO  
APPROACHES TO ARANSAS PASS  
SEPT 11 - OCT 16, 1973  
SCALE = 1:40,000  
EFFECTIVE DEPTHS IN FEET AT  
MEAN LOWER LOW WATER  
SHEET 2 OF 3

27° 47' 42.15" 96° 57' 21.98"

96° 56'

27°46'



97° 00'

96° 58'

96° 56'

Hang at 49 ft - position approximate  
 Cleared by 46 ft  
 Steel pipe extends 10 ft off bottom

4-9  
 4-9

Hang at 49 ft  
 Cleared by 46 ft  
 Fish haven

27° 46'

27° 46'

Hang at 59 ft - position approximate  
 Cleared by 57 ft  
 Steel tank (6 ft in length, 5 ft in diameter) extends 4 ft off bottom

27° 45' 10.22" / 96° 59' 19.75"

5-9

96° 58'

N A 1983 Datum  
 9/30/87 MBH  
 ✓ RDS

27° 44'

27° 44'

27° 44'

Hang at 65 ft - position approximate  
 Not cleared  
 Old ship extends 6 ft off bottom

6-5

FE-295 WD

TEXAS

GULF OF MEXICO

APPROACHES TO ARANSAS PASS

SEPT 11 - OCT 16, 1973

SCALE = 1:40,000

EFFECTIVE DEPTHS IN FEET AT

MEAN LOWER LOW WATER

SHEET 3 OF 3

27° 42'

27° 43' 05.93" / 96° 58' 35.05"

27° 42'

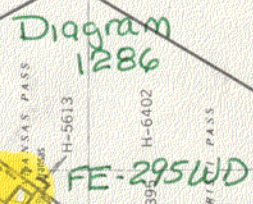
97° 00'

96° 58'

96° 56'



## Hydrographic Index No. 50 C





FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. FE-295WD

**A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.**

1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

SUPERSEDES C&GS FORM 8352 WHICH MAY BE USED.